

Please let Biliton put their LNG plant off the coast. We really need the gas.

Thanks for giving me the opportunity to comment.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
 Date: 12/05/2004
 First Name: James
 Last Name: Yarbrough
 City: Newbury Park
 State: CA

G014

Topic: Public Safety: Hazards and Risk Analysis

Comments: If Malibu does not want LNG, why should Oxnard be pressured to accept the negative impacts of LNG? LNG contributes to global warming, and puts our coast and communities at risk. LNG makes Ventura County vulnerable to terrorist attacks. LNG would threaten marine animals and plants. LNG would threaten endangered species and the Ormond Beach Wetlands. LNG would place dangerous pipelines near homes and school sites. LNG would take us on the wrong path to fulfill future energy needs and security. We need safer, renewable sources of energy like conservation, wind and solar, not fossil fuels like LNG. We do not need LNG, but we do need to develop renewable energy alternatives.

1 & 2**3****4****5****6****G014-1**

The USCG, MARAD, and the CLSC received an application for a deepwater port off the shore of Ventura County. The USCG and MARAD are therefore required under NEPA to evaluate this alternative as the Applicant's preferred alternative. The agencies have evaluated this alternative in comparison with the other reasonable alternatives in compliance with NEPA and the CEQA.

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

G014-2

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

G014-3

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

G014-4

Sections 4.7.4 and 4.8.4 discuss these topics.

G014-5

Section 4.2.8 contains information on safety requirements for pipelines. Section 4.13.1 discusses the proximity of the proposed pipeline routes to residences and schools.

G014-6

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Regarding the proposed LNG port off the coast of Oxnard, CA, there must be a time extension to develop an adequate EIR/EIS which complies with NEPA and CEQA and studies lower impact alternatives to LNG. Also, there must be time to investigate the methodology used to calculate the vapor cloud dispersion modeling so it is consistent with FERC's methodology and reflects a proper safety zone. If Malibu does not want LNG, why, except for environmental racism, should Oxnard be pressured to accept LNG's negative impacts? LNG contributes to global warming and puts our coast and community at risk. LNG makes Ventura County more vulnerable to terrorist attack. LNG would threaten endangered species and the Ormond Beach wetlands, as well as marine flora and fauna. LNG would place dangerous pipelines near homes and school sites. We need safer, renewable energy sources like conservation, wind and solar, not fossil fuels like LNG.

G523-1

All deepwater port applications fall under the authority of the Deepwater Port Act, which requires that a decision on the application be made within 330 days of the publication of the Notice of Application in the Federal Register. The Notice of Application for the Cabrillo Port Project was published in the Federal Register on January 27, 2004. Although the comment period (53 days) could not be extended at that time, a Revised Draft EIR was recirculated in March 2006 under the CEQA for an additional public review period of 60 days. Section 1.4.1 contains additional information on this topic.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold one or more hearings to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

G523-2

Sections 1.2, 3.1, 3.2, 3.3.1, 3.3.2, 3.3.3, 4.10, and 4.10.1.3 contain information on the range of alternatives evaluated. Under NEPA and the CEQA, a reasonable range of alternatives must be considered. NEPA requires consideration of a "reasonable" number of alternatives. In determining the scope of alternatives, the emphasis is on "reasonable." "Reasonable" alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a).

The information must be sufficient to enable reviewers and decision-makers to evaluate and compare alternatives. The State CEQA Guidelines section 15126.6(a) provides, in part, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project."

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous

California Coastal Commission studies that evaluated nearly 100 locations. Sections 3.3.7 and 3.3.9 discuss alternate locations and technologies that were considered.

G523-3

The Project is regulated by the USCG and MARAD under the authority of the Deepwater Port Act. FERC's regulations are prescriptive and standardized to address the general siting of onshore LNG terminals. In contrast, due to various different designs of deepwater ports, the USCG conducts site-specific independent risk and consequence analyses using the most recent guidance and modeling techniques. The guidance used for Cabrillo Port is Sandia National Laboratories' "Guidance on Risk Analysis and Safety Implications of a Large Liquefied Natural Gas (LNG) Spill Over Water." This report recommends a framework for analyses of large LNG spills onto water. It was prepared for the U.S. Department of Energy (DOE), and an external peer review panel evaluated the analyses, conclusions, and recommendations presented.

The Independent Risk Assessment (IRA) has been updated since issuance of the October 2004 Draft EIS/EIR. The lead agencies directed preparation of the current IRA, and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

G523-4

The USCG, MARAD, and the CLSC received an application for a deepwater port off the shore of Ventura County. The USCG and MARAD are therefore required under NEPA to evaluate this alternative as the Applicant's preferred alternative. The agencies have evaluated this alternative in comparison with the other reasonable alternatives in compliance with NEPA and the CEQA.

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation

measures to address such impacts.

G523-5

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

G523-6

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

G523-7

Project impacts on coastal ecosystems would be limited to the pipeline corridor during construction and operation (see Section 2.1). The shore crossing required for the proposed Project would be installed beneath Ormond Beach. With the proposed mitigation, the potential impacts of construction, operation, or an accident on terrestrial biological resources would be reduced to a level that is below the significance criteria.

G523-8

As described in Chapter 2, LNG would only be present on LNG carriers and on the FSRU, which would be located 12.01 nautical miles offshore. LNG would be regasified offshore and transmitted as natural gas through subsea pipelines to onshore pipelines.

Section 4.2.8 contains information on safety requirements for pipelines. Section 4.13.1 contains information on sensitive land uses in proximity to proposed and alternative pipeline routes, such as schools. There are no schools in the immediate vicinity of either of the proposed pipeline routes. Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.2.8.4 contains information on the estimated risk of Project pipeline incidents. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area.

The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a U.S. Department of Transportation (USDOT) Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

G523-9

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Comment Form—Cabrillo Port LNG Deepwater Port draft EIS/EIR

Name (Please Print): JIM YARBROUGH Source: Public Meeting - Oxnard PM
 Organization/Agency: _____ Date: 11/30/2004
 Street Address: 4102 Greenwood St.
 City: Newbury Park State: CA Zip Code: 91320
 Email address: jyarbro2003@yahoo.com

Please provide written comments in the space below and drop this form into the comment box.

You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility
 Room PL-401
 400 Seventh Street SW
 Washington, DC 20590-0001

California State Lands Commission
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
 ogginsc@slc.ca.gov
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): LNG is **G392-1**
dangerous and a threat to public
safety and the environment. We do not
need it in Ventura County. We **G392-2**
must use renewable fuels, not fossil
fuels, to counter global warming. **G392-3**

No action will be taken until the environmental review process is completed.

G392-1

Section 4.2 and Appendix C contain additional and revised information on public safety.

G392-2

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

G392-3

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

From: jim yarbrough <jyarbro2003@yahoo.com>
 To: <oggins@slc.ca.gov>
 Date: 12/5/04 3:18PM
 Subject: EIS/EIR, LNG

Dear Cy Oggins and Lt. Ken Kusano(G-MSO-5),

I request more time to develop an adequate EIR/EIS regarding the proposed LNG port off the Oxnard coast. More alternatives of lower environmental impact must be studied as REQUIRED by NEPA and CEQA. Also, the methodology used to calculate the vapor cloud dispersion modeling must be investigated so it is consistent with FERC's methodology and reflects a proper safety zone. Also, if Malibu does not want LNG, why should Oxnard be pressured to accept LNG's negative impacts? LNG contributes to global warming and puts our coast and communities at risk. LNG makes Ventura County more vulnerable to terrorist attacks.

LNG would threaten marine flora and fauna, and endangered species, along with the Ormond Beach Wetlands. LNG would place dangerous pipelines near homes and school sites. We need safer, renewable energy sources like conservation, wind and solar, not fossil fuels. Jim Yarbrough Newbury Park, CA

Do you Yahoo!?

Yahoo! Mail - Easier than ever with enhanced search. Learn more.
http://info.mail.yahoo.com/mail_250

CC: <kkusano@comdt.uscg.mil>

G537-1

G537-2

G537-3

G537-3.1

G537-4

G537-5

G537-6

G537-7

G538-8

G537-1

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Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold one or more hearings to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

G537-2

Sections 1.2, 3.1, 3.2, 3.3.1, 3.3.2, 3.3.3, 4.10, and 4.10.1.3 contain information on the range of alternatives evaluated. Under NEPA and the CEQA, a reasonable range of alternatives must be considered. NEPA requires consideration of a "reasonable" number of alternatives. In determining the scope of alternatives, the emphasis is on "reasonable." "Reasonable" alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a).

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California Coastal Commission studies that evaluated nearly 100 locations. Sections 3.3.7 and 3.3.9 discuss alternate locations and technologies that were considered.

G537-3

The Project is regulated by the USCG and MARAD under the authority of the Deepwater Port Act. FERC's regulations are prescriptive and standardized to address the general siting of onshore LNG terminals. In contrast, due to various different designs of deepwater ports, the USCG conducts site-specific independent risk and consequence analyses using the most recent guidance and modeling techniques. The guidance used for Cabrillo Port is Sandia National Laboratories' "Guidance on Risk Analysis and Safety Implications of a Large Liquefied Natural Gas (LNG) Spill Over Water." This report recommends a framework for analyses of large LNG spills onto water. It was prepared for the U.S. Department of Energy (DOE), and an external peer review panel evaluated the analyses, conclusions, and recommendations presented.

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Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

G537-3.1

The USCG, MARAD, and the CLSC received an application for a deepwater port off the shore of Ventura County. The USCG and MARAD are therefore required under NEPA to evaluate this alternative as the Applicant's preferred alternative. The agencies have evaluated this alternative in comparison with the other reasonable alternatives in compliance with NEPA and the CEQA.

As previously stated, EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

G537-4

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions

of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

G537-5

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

G537-6

Project impacts on coastal ecosystems would be limited to the pipeline corridor during construction and operation (see Section 2.1). The shore crossing required for the proposed Project would be installed beneath Ormond Beach. With the proposed mitigation, the potential impacts of construction, operation, or an accident on terrestrial biological resources would be reduced to a level that is below the significance criteria.

G537-7

As described in Chapter 2, LNG would only be present on LNG carriers and on the FSRU, which would be located 12.01 nautical miles offshore. LNG would be regasified offshore and transmitted as natural gas through subsea pipelines to onshore pipelines.

Section 4.2.8 contains information on safety requirements for pipelines.

There are no schools in the immediate vicinity of either of the proposed pipeline routes. Section 4.2.8 describes regulations regarding pipelines, including the requirement to establish public education programs to prevent and respond to pipeline emergencies. Section 4.2.8.4 contains information on the estimated risk of Project pipeline incidents. Section 4.16.1.2 describes emergency planning and response capabilities in the Project area.

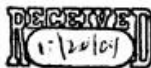
The proposed pipelines within Oxnard city limits would meet standards that are more stringent than those of existing pipelines because they would meet the minimum design criteria for a U.S. Department of Transportation (USDOT) Class 3 location. Also, MM PS-4c includes the installation of additional mainline valves equipped with either remote valve controls or automatic line break controls. SoCalGas operates high-pressure natural gas pipelines throughout Southern California.

G537-8

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

310564



2004/G542



City of Port Hueneme

CITY COUNCIL

December 10, 2004

United States Coast Guard
2100 Second Street, S.W.
Washington D.C. 20593-0001
Attn: Ken Kusano (G-MSO-5)

California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, California 95825-8202
Attn: Cy Oggins

REF: REQUEST FOR CONTINUANCE TO SUBMIT COMMENTS ON
DRAFT ENVIRONMENTAL IMPACT STATEMENT,
ENVIRONMENTAL IMPACT REPORT: CABRILLO PORT
DEEPWATER PORT, DEEPWATER PORT LICENSE
APPLICATION

Dear Gentlemen:

I am respectfully requesting that you grant a 60-day continuance for the time to submit comments on the aforementioned draft EIS/EIR. This request is mine and does not represent the position of the City nor the City Council.

This 60-day continuance does no harm to the project but does provide needed time for the public to comment on this voluminous document.

Thank you for consideration of my request.

Sincerely,

TONI YOUNG
COUNCIL MEMBER

c: City Council – Port Hueneme and Oxnard
City Manager – Port Hueneme and Oxnard
City Attorney

250 North Ventura Road • Port Hueneme, California 93041 • Phone (805) 986-6500
<http://www.ci.port-hueneme.ca.us>

G542-1

All deepwater port applications fall under the authority of the Deepwater Port Act, which requires that a decision on the application be made within 330 days of the publication of the Notice of Application in the Federal Register. The Notice of Application for the Cabrillo Port Project was published in the Federal Register on January 27, 2004. Although the comment period (53 days) could not be extended at that time, a March 2006 Revised Draft EIR was recirculated under the CEQA for an additional public review period of 60 days. Section 1.4.1 contains additional information on this topic.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

G542-1

Origin: E&E Website
Date: 12/04/2004
First Name: Susie
Last Name: Yovanno
Title: Physical Therapist
Address: 1030 Mandalay Beach Rd
City: Oxnard
State: CA
Zip Code: 93035
Topic: Other/General Comment

Comments: My family & community members are asking that the LNG project be moved to another area of coastline. We live across the street from the beach & want to raise our little daughters in a safe area. We don't have enough proof that nothing bad will come of this. We are begging you to change the proposed site to an area that is not populated. Thank you.

G013-1

G013-1

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

Section 3.3.7 contains information on the specific California locations considered in the alternatives analysis. The deepwater port would be 12.01 nautical miles (13.83 miles) offshore, as shown on Figure ES-1.

My family and community members oppose the Cabrillo Port LNG Deepwater Port off the shores of Oxnard, CA. There is not sufficient research to prove that a plume of gas could not travel greater than 2 miles from the port to elicit destruction at the coastline. We, in the community, do not want to live in fear. We feel that the project could be constructed off of a non-populated shoreline. We feel that the company proposing the plan has insufficient research to prove the safety of the deepwater port (as there is none in existence to study). Earthquakes and terrorist attacks are safety issues as well as insidious unforeseen accidents (i.e. Algeria 1/04 27 people killed.) Please consider the safety of those living along the shoreline of Malibu, Oxnard, and Ventura, and have the site moved to a non-populated area. Thank you.

G524-1

G524-2

G524-3

G524-4

G524-5

G524-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G524-2

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

G524-3

Section 3.3.7 contains information on the specific California locations considered in the alternatives analysis. The deepwater port would be 12.01 nautical miles (13.83 miles) offshore, as shown on Figure ES-1.

G524-4

Sections 2.1 and 4.2.7.3 contain information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU and LNG carriers.

G524-5

Sections 4.2.2, 4.2.6.1, and 4.2.7.6 contain information on the potential threat of a terrorist attack. Section 4.11 contains information on geologic hazards, including earthquakes.

From: "Dave & Susie Yovanno" <yovanno@adelphia.net>
 To: <ogginsc@slc.ca.gov>
 Date: 12/4/04 4:18PM
 Subject: LNG project

Cy,

I am a resident of Oxnard Shores, CA. My family & the community here oppose the proposed Cabrillo Port LNG Deepwater Port project. The EIS/EIR draft did not provide enough evidence that such an underwater port would be safe. According to research, a plume of gas underwater can travel ~30 miles to elicit destruction along the coastline. The proposed port would be less than two miles off of the shores here. Terrorist attacks, earthquakes, and unforeseen accidents (i.e. Algeria 1/04 27 people killed), propose additional safety threats. We believe such a project should be executed off of non-populated shores. The docket number for this case is 16877.

Thank you for your time and consideration.

Susie Yovanno

G536-1

G536-2

G536-3

G536-4

G536-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G536-2

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

G536-3

Section 3.3.7 contains information on the specific California locations considered in the alternatives analysis. The deepwater port would be 12.01 nautical miles (13.83 miles) offshore, as shown on Figure ES-1.

G536-4

Sections 4.2.2, 4.2.6.1, and 4.2.7.6 contain information on the potential threat of a terrorist attack. Section 4.11 contains information on geologic hazards, including earthquakes.

Origin: E&E Website
 Date: 11/10/2004
 First Name: larry
 Last Name: yuva
 Address: 23 Taormina Lane
 City: Ojai **G003**
 State: CA
 Topic: Air Quality, Biological Resources - Marine, Marine Traffic, Public Safety:
 Hazards and Risk Analysis
 Comments: Container Ships are the biggest polluters of air quality in Southern
 California. Adding more traffic will only excacerbate the issue. More
 traffic will also enhance the possibility of a catastrophic ship collision in
 the Channel Islands shipping lane. A more remote location would be
 preferred alternative to this project

G003-1

The Project has been modified since issuance of the October 2004 Draft EIS/EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 and Impact AIR-5 in Section 4.6.4 contain information on regulated air pollutant emissions and an updated analysis of vessel emissions.

G003-2

Section 4.3.4 contains information on potential impacts associated with the increased vessel traffic due to the proposed Project and mitigation measures to address such impacts.

G003-3

Section 3.3.7 contains information on the specific California locations considered in the alternatives analysis. The deepwater port would be 12.01 nautical miles (13.83 miles) offshore, as shown on Figure ES-1.

G003-1**G003-2****G003-3**

Origin: E&E Website
Date: 12/17/2004
First Name: Joel
Last Name: Zdarko
Address: 1453 Slack St.
City: San Luis Obispo
State: CA
Zip Code: 93405
Topic: Alternatives

Comments: On the California coast, we are blessed with some of the most beautiful ocean views of anywhere. I am committed to preserving this beauty for future generations. That is why I am in favor of the Cabrillo Port LNG project. I am realistic and see that renewable resources are not yet developed enough to provide the energy we need. I am opposed to projects that will do severely diminish the beauty of our coastline and harm the ecosystem. The Cabrillo project addresses our energy needs but mitigates my other concerns by placing the project well off the California coast.

We need common sense, environmentally sound solutions to our energy problems. This project accomplishes these goals. That is why I am supporting it.

G308-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.